

**RESOLUTION 2013R-**  
**By Colvin Roy**  
**Supporting the Nicollet-Central Transit Corridor Locally Preferred Alternative**

**Whereas**, the City of Minneapolis approved a long-term modern streetcar network on April 2, 2010; and

**Whereas**, the City of Minneapolis has conducted an alternatives analysis for modern streetcar or other transit improvements in a portion of that long-term network along Nicollet and Central Avenues; and

**Whereas**, the alternatives analysis has shown that modern streetcar has greater ridership and economic development benefits than an enhanced bus alternative, but similar operating and maintenance costs per passenger; and

**Whereas**, the alternatives analysis has shown that a modern streetcar alignment crossing the Mississippi River on the Hennepin/1<sup>st</sup> Avenue bridge has greater benefits and lower cost than the Central/3rd Avenue bridge and does not preclude future changes in traffic operations along Hennepin Avenue and 1st Avenue; and

**Whereas**, a starter streetcar line operating between Lake Street and approximately 5<sup>th</sup> Street NE has the highest concentration of benefits related to ridership, regional transit connections, economic development and affordable housing within the Nicollet-Central Corridor and is more financially feasible at this time than a long streetcar line; and

**Whereas**, there is significant public support for modern streetcar in the Nicollet-Central Corridor; and

**Whereas**, the Technical and Community Advisory Committee provided input that modern streetcar is the preferred mode, that the Hennepin Avenue bridge is the preferred river crossing, and that a starter streetcar line should extend from Lake Street on the south to as far northeast of downtown as is financially feasible; and

**Whereas**, the Policy Advisory Committee recommended the Locally Preferred Alternative as modern streetcar running between Lake Street and approximately 5<sup>th</sup> Street NE on Nicollet Avenue, Nicollet Mall, and Hennepin/1<sup>st</sup> Avenues, using the Hennepin Avenue bridge to cross the Mississippi River, and further acknowledged that an extension of modern streetcar further northeast of downtown is desirable, the length of which depends on funding availability and the location of an operations and maintenance facility; and

**Whereas**, the City of Minneapolis established a value capture district for streetcar financing on June 25, 2013; and

**Whereas**, to be eligible for federal and regional funding, a locally preferred alternative (LPA) for transit improvements in the Nicollet-Central Corridor must be approved by the Metropolitan Council and amended into the Regional Transportation Policy Plan;

**Now, Therefore, Be It Resolved** by the City Council of the City of Minneapolis that the City of Minneapolis supports the Locally Preferred Alternative as recommended by Policy Advisory Committee and supported by the Technical and Community Advisory Committee as modern streetcar running between Lake Street and at least 5<sup>th</sup> Street NE on Nicollet Avenue, Nicollet Mall and Hennepin/1<sup>st</sup> Avenues.

**Be It Further Resolved** that an extension of modern streetcar further northeast of downtown is desirable, the length of which depends on funding availability and the location of an operations and maintenance facility.

**Be It Further Resolved** that the City of Minneapolis will coordinate with the Metropolitan Council to approve and amend this LPA into the Regional Transportation Policy Plan, to complete an Environmental Assessment for the LPA, to negotiate a funding plan, and to negotiate appropriate interagency agreements for the continued implementation of modern streetcar in the Nicollet-Central Corridor.